

QUEBEC TOUR HAS MANY ATTRACTIONS

The Best of Everything Awaits the Motorist Who Journeys There.

That many American tourists do not fully realize the wonderful possibilities which are offered by a tour through the Province of Quebec is the opinion of Lee J. Eastman, a prominent New York automobile man, who has just returned from an extensive motor trip through this interesting part of Canada. Mr. Eastman was accompanied by his sons and Mr. J. A. Flannagan of Malone, N. Y., president of the Malone Chamber of Commerce, and known throughout the East as "Good Roads Flannagan" on account of his efforts for better highways.

Both Mr. Eastman and Mr. Flannagan took particular pains to observe everything which might interest those who enjoy the pleasures of motoring. They are both very enthusiastic about the excellent condition of roads, the gorgeous scenery, the Canadian hospitality and the first class accommodations which they enjoyed, and predict that the future will see thousands of American tourists taking advantage of the opportunities which the province offers.

Through an arrangement between the American and Canadian Governments tourists experience no difficulty in entering or leaving Canada. All red tape has been eliminated, and it is only necessary to spend a few minutes at the points of entering and leaving. No bonds or deposits are required, contrary to information somewhat current in New York.

The King Edward Highway from Rouses Point to Montreal is a fine strip of asphalt and concrete road. The Montreal hotels were filled with American tourists. John Davidson of the Windsor and the managers of the Ritz-Carlton and Queens hotels are doing their utmost to make the stay of the tourists as enjoyable as possible. In fact, everywhere throughout Quebec Mr. Eastman found the Canadians most courteous and always ready to extend wholehearted hospitality.

One of the finest strips of good roads, abounding in scenic beauty, is the run from Montreal to Quebec, a distance of approximately 182 miles. The highway runs along the St. Lawrence River, where the scenery is a continuous delight. The motorist passes through typical French Canadian towns, where the picturesque houses are grouped around the churches, reminiscent of the part that the church played in the early settlement of the province.

Along the way one passes many quaint shrines with the crucified Christ on the cross, where in days before the advent of the automobile passersby were accustomed to stop and worship.

Standing on a great promontory

True Angle on Automobile Prices.

Automobiles are now selling at prices comparable with the average prices of 1914.

Commodity prices this year rose 145 per cent. above pre-war levels. Automobiles averaged only 13 per cent. higher. This chart adapted from the Automobile Dealers Association indicates how little relation automobile prices have to prices paid for other things. Note that advances lagged two whole years behind other values.

"There is not much prospect of any reduction in prices of automobiles during the remainder of 1920 and 1921," says Walter Woods, a well known local dealer. "Prevailing prices cannot be lowered at present. There are many

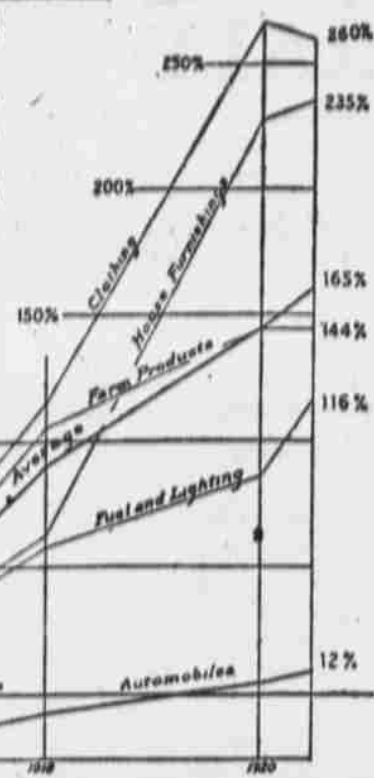
salient reasons for this. First, prices have not increased in proportion to other necessary commodities owing to the fact that the manufacture of automobiles has for many years past been based upon a reasonable return for the money invested and not based in accordance with what the traffic will bear.

"Secondly, the prices of automobiles are based upon the cost of material and labor plus the overhead, to which is added the interest returns demanded by a safe and conservative investment. Consequently, no reduction in prices can be looked for until the wages for labor are materially reduced."

formed by the confluence of the St. Lawrence and the St. Charles rivers is the city of Quebec, full of romantic history and Old World quaintness. The great number of interesting things to see within a small radius of this picturesque city makes it ever popular with the motorist.

Here are the famous Plains of Abraham, in which was decided the fate of the country in the great battle on September 13, 1759, when Canada passed from France to Great Britain, and in which both Montreal and Quebec were killed, preserved for all time by the construction of Battlefields Park, at the foot of the Grand Allée of which is the Monument aux Braves, with unsurpassed views in all directions. The Citadel and the world famous boardwalk on Dufferin Terrace. The Laval University, the Basilica, the Bishop's Palace, the Ursuline Convent, the Houses of Parliament and many other historic buildings are other points of interest.

At the foot of the hill runs quaint old Champlain street, through which on December 31, 1775, Gen. Richard Montgomery endeavored to lead an attack of American forces on the city, but met his death at the place close by marked with a wooden sign. The English Cath-



WATER GAP TRIP WONDERFUL NOW

Motorists Will Find Roads in Good Condition and Country Attractive.

By G. M. WELLS.

Automobile Club of America.

At no time throughout the year is the motor trip to the Delaware Water Gap and the Pocono Mountains so interesting as during the fall months. The air is balmy; children back to school and most of the vacationists back to business, and the hotels, which are not crowded, are ready to receive the transient motorist.

There are three direct connections from New York to the Delaware River, all within one hundred miles, and another very delightful run of 115 miles going around by Goshen, Port Jervis and Milford, all of which have about 75 per cent. good road.

The shortest route leaves New York via the Forty-second street ferry, then follows the Hudson County Boulevard to the Plank road, which is taken to Newark. Clinton avenue is followed out of Newark to Springfield avenue, then on through Springfield, Chatham and Madison to Morristown. Bear left at park in Morristown and continue straight on through the quiet old village of Mendham to Chester and Long Valley, where the route rises over the Schooley Mountain entering the Musconetcong Valley to Hackettstown. Just beyond Hackettstown the Pequon Valley is entered and the road follows the Pequon River through Buttsville and Bridgeville to a sharp right hand turn in the woods about two miles beyond Bridgeville; then along the Delaware River to the town of Delaware, where the bridge is crossed to the west side and the road followed north through Portland and Slateford to the Delaware Water Gap—eighty-five miles from New York. The latter part of the above route from Bridgeville to Delaware, which was always in a terrible condition, was made quite passable early in the spring and is now a gravel road.

Another way to reach the Water Gap is, after crossing the Forty-second street ferry and going down the Hudson County Boulevard turn right into Newark avenue and cross the meadows via the Arlington turnpike to Belleville. Take John street out of Belleville and run through Glen Ridge to Montclair—known as the city of beautiful homes. From Montclair continue west on Bloomfield avenue through Caldwell, Parsippany, Dover, Kenvil, Netcong, Andover, Newtown and Augusta; then on through Branchville, passing Lake Culver and Layton, crossing the Delaware to Dismans; then south through Bushkill and Shawnee to the Delaware Water Gap. There is also a good alternate route between Franklin and Branchville, with the exception of a short rough stretch

Just beyond Franklin Furnace, by turning north at the Hotel Montclair and following the Pumping turnpike to Pompton; then through Newboundland and Stockholm to Franklin Furnace. From Franklin Furnace the route winds around through Monroe to Lafayette and connects with the former route at Branchville. Or, a still better connection can be made over a considerably better road by running from Franklin Furnace to Sussex, then across to Branchville.

The longest way round is no doubt the best, both from a scenic viewpoint and a better percentage of good road. Cross the 110th street or Dyckman street ferry and run to Hackensack, then out through Passaic street to Arcola. From Arcola continue straight on through Hockan, Allendale, Ramsey and Buffers to Tuxedo. From Tuxedo continue north through Southfield to a prominent fork where the route bears left going through Harriman and Monroe to Goshen. About four miles beyond Goshen there is a road which turns due west, avoiding Middleburg, known as the Slate Hill road; crossing Slate Hill on easy grade to Port Jervis, and just beyond crossing the bridge over the Delaware River into Mattanohock and Pennsylvania. From there on the prettiest part of the Delaware Valley is traversed through Milford, Dingmans, Bushkill and Shawnee to the Delaware Water Gap. From Bushkill there is a good hard surfaced road running through Marshall's Creek and East Stroudsburg to Stroudsburg. The best way to reach Pocono Manor and the Pocono Mountains is to go out of Stroudsburg, via Ninth street, and run through Bartonsville, Tannersville and Scott Run to Swift Water, where a left fork is taken which runs through Pocono Manor to Pocono Summit, and there connections are made for Wilkes-Barre. The right fork out of Swift Water goes to Mount Pocono, connecting there with the road that runs on through Tobyhanna to Scranton. There is another quite scenic way—roads are not in extra good condition at the present time—which goes out of Stroudsburg via Fifth street, entering the Anasimink Valley, then on to the Paradise Valley, connecting with the trunk line at Mount Pocono.

Thousands of motorists are now going through Maine to Quebec, then along the St. Lawrence River to Montreal and back to New York State via Rouses Point, or vice versa. From Skowhegan to the international boundary line the road, with the exception of being narrow in some places, is in excellent condition, and from there on to Quebec is all hard surfaced. The road is good this year from Skowhegan to Greenville Junction, at the foot of Moosehead Lake, where the boat is taken to Mount Kineo.

To reach northern New England points from Buffalo and points beyond

run through Syracuse, Utica and Schenectady through the Mohawk valley to Albany.

From central Pennsylvania and points beyond Harrisburg run through Harrisburg, Allentown and Reading to Easton, then up on the west side of the Delaware through the Delaware Water Gap, Shawnee, Milford and Port Jervis to Newburg, where there are excellent ferry connections to the Albany post road.

From Philadelphia and points beyond run through Trenton, Princeton, New Brunswick and Newark to New York via the Forty-second Street Ferry.

From south New Jersey coast resorts it is necessary to run into New Brunswick, at the bridge across the Raritan River between South Amboy and Perth Amboy is still closed.

Long Island motorists can cross the Sound by ferry between Oyster Bay and Rye, Port Jefferson and Bridgeport and Greenport and New London.

Pulling Wheels With the Jack.

An ordinary jack may be used in an emergency as a wheel puller. The jack is rested on the hub cap and a rope is passed around two opposite spokes and then over the top of the jack. When the power of the jack is applied off comes the wheel. In certain cases it is necessary to use a block or some similar object between the bottom of the jack and the axle.

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A. You do not mention the temperature of the air. All engines are apt to act queerly in cold weather. Misfiring is to be expected when the engine is pulling hard because the fuel is so heavy in the cold that the engine does not get much, and that which it gets is almost liquid and has little power in it when fired. Keep the choke on for a while after starting, but not too long. You have to wait until the engine gets warm before it will run smoothly.

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A. No doubt you engage the clutch harshly and the twist of the rear axle acting through the springs to the wooden frame causes the noise. It is nothing to worry about, but let the clutch in easier.

Q. Do you know whether the pointed type of lock that goes around the wheel and tire of a car is supposed to be good? What do the insurance companies think of it?

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Q. Is it possible to learn all about automobiles from books? Don't you think a practical course is essential?

A. While books are valuable aids, I believe it is a most difficult task to get a mental conception of a mechanical unit and its operation without seeing the unit. Book knowledge should be supplemented with practical experience, for otherwise you will know certain things without being able to recognize most of them if you see them.

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